& asserted in the notices sent out for the meeting that it was prepared and submitted to Senato Wray by the Legislative Committee of the club under a resolution of the Board of Trustees.

A special meeting of the Chamber of Commerce has been called to be held on Thursday at 12:30 p. m. at the rooms of the Chamber, No. 34 Nassau-st., to take action on resolutions on the Greater New-York question, to be reported by the Executive Committee. These resolutions declare for the postponement of the further consideration of Greater New-York scheme "until the proposed plan in its details be formulated in such tlear and intelligible manner that the people interested can judge what will be the effect upon each city and locality as respects the matter of taxes, as well as the commercial, financial social and moral advantages or disadvantages of such pro-

RAINES EXPLAINS HIS BILL

HE REVIEWS THE MEASURE IN DETAIL.

CONFIDENT THAT IT WILL BECOME A LAW-ITS AUTHOR DENIES THAT HE WILL BECOME STATE EXCISE COMMISSIONER.

Albany, March 8 .- Senator Raines is decided in his opinion that the Raines Liquor Tax bill will pass the Senate and Assembly and be sent to Governor Morton for his signature in its present form, as it was agreed upon in the Republican Senate Senato: Raines gave out an interview today which partook of the nature of an extended explanation of the bill, and was as follows

When it was first suggested to me that I attempt to formulate a bill to revise the excise laws of the State, which everybody seemed to think badly needed such revision, I began to examine to some extent the provisions of the laws of other States, and to obtain such information as I could in regard to their operation. The first matter covered was as to the propriety of retaining in the hands of officials elected by local authorities the power to grant or The consensus of opinion seemed to be that this power, which is in this State in the hands of Excise Boards, should be abolished, the effect being that the exercises of such power by Excise Boards necessarily led those engaged in th liquor traffic to attempt to obtain control of the boards through influence with the administrative powers of municipalities. This brought the whole pestion entirely into politics, so that the first feature of the proposed law is to abolish these boards, to take effect April 30, and to regulate the granting of the right to traffic in liquors by the provisions of the law itself rather than by the discretion of any one. The first taxes to be paid under the bill will be on May 1, although the bill

"The adoption of this suggestion made necessary many new provisions which heretofore, have not been incorporated in excise laws, so that in this bill the area of location of places and the persons who may sell are defined in the law itself, instead of being left, as has heretofore been the case, largely to the discretion of Excise Commissioners.

"The next prominent feature of the bill is the

establishment of machinery through which license fees, now called taxes, are collected. The bill provides for a State Bureau, having at its head a State Commissioner of Excise, to be appointed by the Governor for five years, at a salary of \$5,000, through which the tax is to be collected, except in the counties of New-York, Kings and Erie, where special Deputy Commissioners are provided to col-lect the tax, at salaries of \$4,000, \$3,000 and \$2,000, respectively. In other places the collecting officers the County Treasurers elected by the people, In some counties these officials are Democrats and in others Republicans. The Commissioner is to appoint sixty confidential agents to enforce the law at a salary of \$1,200 and expenses, Still another important feature of the bill is

the establishment of a fixed sum for different classes of dealers, and in this bill this is graded by population, as are the taxes or license fees in very many other States. These taxes are graded on this system, so that they are highest in the largest cities, and smallest in country places, where there is much less custom. Four grades of licenses are provided for. First,

the regular saloon and hotel license; second, upon the business of trafficking in liquors in quantities of less than five gallons, not to be drunk on the premises; third, for pharmacists, by whom liquor can only be sold upon a physician's prescription, jand fourth, for transportation companies.

"The tax under the first grade is \$90 in New-

York City, \$650 in Brooklyn, \$500 in cities of between 50,000 and 500,000 inhabitants, \$350 in a city or village of between 10,000 and 50,000 inhabitants, \$300 in places of between 5,000 and 10,000 inhabitants, \$200 in places of between 1,200 and 5,000 inhabitants, and \$100 in all other places.

"The fee for the other grades in the various localities divided as above are:
"Second grade-First group, \$500; second, \$400; third \$300; fourth, \$200; fifth, \$100; six

enth, 250. Third grade-First group, \$100; second, \$75; third, \$50; fourth, \$30; fifth, \$20; sixth, \$15; seventh, \$10.

"The fee of \$200 is charged under the fourth grade for each car, steamboat or vessel licensed.
"Next in importance in the bill comes the feature

roviding for a direct vote in towns by the local voters as to whether the sale of liquors shall be authorized in such towns or not, and in the next town meetings after the towns or not, and in the next town meetings after the passage of this bill the vote will be taken directly on the question of allowing the sale of liquor, to be drank on the premises, the sale by store-keepers to be carried away, the sale by store-keepers to soil. The question will be as to the exclusions of sale by soil of the control of the

Beecham's pills for constipation 100 and 25t. Get the book at your druggist's and 123 Chambers St.

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Ballard Rubber Co.

he is made accountable to the law and to a jury of his fellow-citizens rather than any political organization.
"The matters outlined above are the result of those

"The matters but made with the approval of those much research and meet with the approval of those who have made excise regulations a study."

Senator Raines was asked what truth there was in the report that he was to be appointed by the Governor under the bill as the State Commissioner

hibits the appointment of a Senator to another officer his accepting any other during the term for which he may be elected."

Buffalo, March 8.-The United States Trade and Labor Council this afternoon adopted resolutions submitted by the Brewers' Union, condemning the Raines Liquor Tax bill, and denouncing the Senators

SOME DEMOCRATIC CANDIDATES FOR DE-

RELATIVE CLAIMS OF MESSRS. OLNEY AND CAR-LISLE TO THE EMPTY HONOR-MR. CLEVE-LAND'S PART IN THE PRELIMINARIES-

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, March 5.—Democratic candidates for defeat in November next have been discussed by their friends and others interested in political plea emphasizes the intense Americanism of his favorite. Here is a characteristic extract;

favorite. Here is a characteristic extract:

Mr. Olney's administration of the office of Attorney-General clearly showed the stuff that was in him and stamped him before the country with the same reputation he had for years enjoyed in Massachusetts, a leader among the legal lights of the country. Nothing showed plainer his fearless courage than his action in the Chicago railway strike when, to save his country from lawlessness and bloodshed, he invoked all the power of the law to put down mob rule and anarchy, and the law-abiding and law-loving working people of the country were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power invoked by Mr. Olazy were grateful for the power of the study of the power of the former for the power invoked by Mr. Olazy were grateful for the power of the study of the former for the power for the powe

All this reads reasonably well, but it is not alto gether relished at the White House. There it is in-sisted that it was the President who boldly determined the attitude of the Government, without consulting Mr. Olney. The latter, it is asserted, simply ratified the decrees of his superior. Hardly more

less disappointed over the silence of the President, the admirers of Mr. Carlisle are by no means pleased Carlisle's nomination that he is preparing to make of the story, they fear, will be to injure any prospects their favorite may have to receive the Presidential tion now rife on the subject of the new leader to be selected by the Democracy his case ought not to be in any way prejudiced.

Berides, they do not believe the story. That Mr. Cleveland holds Mr. Carlisle in very high regard is never have advanced beyond municipal Democratic delegates at Chicago might do if Mr. Cleveland should undertake openly to repeat in Mr. Carlisle's behalf the performance of Mr. Arthur in

esting, and in silver circles his claims are often canvassed in comparison with Mr. Olney's. Neither man is approved by the friends of silver. Both are classed as advocates of the gold standard, and both, therefore, are objectionable to those who are in sisting on free coinage. But the question is some times put to the silver men: "If at Chicago the choic should be narrowed down so that one or the other of those two men would have to be taken, which A prominent silver man replied to this to-

one?" A prominent silver man replied to this today in these terms:

Mr. Oiney, in my opinion, would make a better runon a gold standard platfrom than Mr. Carlisle. Not
that he is abler or more sincere in advocacy of that
policy, but because he is more representative of it
than Mr. Carlisle. He comes from New-England,
where everybody is for gold. He has probably never
felt any other way than in sympathy with those who
hold that the gold policy is the only proper policy.
It is different with Mr. Carlisle. He was at one time
in sympathy with silver. He has made free-silver
speeches and cast free-silver votes. The silver men
remember his record. They refuse to forget it, and
at the polls many of them would repudiate him.
His own home people are divided on the subject, and
among the bitterest of his opponents are those of
his old constituents now led by Mr. Blackburn. For
this reason Mr. Carlisle would be a weak candidate
for the Democracy to nominate. I don't pretend to
say that Mr. Oiney would be a strong one, but his
candidacy would arouse less personal resentment
among free colnage Democrats than would that of
his distinguished Cabinet associate. My judgment
is that neither one will be taken.

Betting politicians will be interested to learn that
an enterprising firm of Chicago gamblers is out

with a prospectus offering odds on the Presidential nominations. It will be seen that the name of the President is not quoted. As he is understood still to consider himself in the race, this is, to say the least, curious. Here, however, is the list:
William C. Whitney, 3 to 1; Richard Oiney, 3 to 1; William B. Morrison, 5 to 1; John G. Carlisle, 7 to 1; David B. Hill, 10 to 1; Adlai E. Stevenson, 10 to 1; Claude Matthews, 15 to 1; Robert E. Patison, 5 to 1; James E. Campbell, 30 to 1; William Russell, 30 to 1; Horace Boles, 30 to 1; Arthur P. Gorman, 50 to 1; Melville W. Fuller, 100 to 1; W. L. Wilson, 100 to 1; J. Sterling Morton, 100 to 1, and John M. Palmer, 100 to 1.

SHOT HIMSELF THROUGH THE HEAD.

William Haack, thirty-seven years old, janitor of row of flathouses at No. 1,652 Second-ave., shot himself through the head early yesterday morn-ing. The bullet went in at the right temple and came out on the left side, and is now in the posses-sion of the police of the East Eighty-eighth-st. station. Haack died at 8 o'clock last night, nearly twenty hours after he shot himself.

Haack's neighbors say that he had been drinking a great deal of late, had been threatened with discharge by his employer, had quarrelled with his wife, and was not on good terms with her because she repreached him for neglecting her and his two little girls, and failing to provide for them out of the

days on a spree. His wife did not know where he days on a spree. His wife did not know where he was. She sat up the whole of Friday night. She was in bed, but awoke when he came in at 12:30 o'clock yesterday morning. He stumbled past her bed with a bare word of greeting and went to his own room. After throwing the coverings over his head, so as to muffle the report of the pistol, he shot himself.

The sound was not heard in the adjoining apartments. The neighbors were aroused by the screams of Mrs. Haack. A policeman of the East Eightyeighth-st. station called an ambulance from the Presbyterian Hospital and the injured man was taken there, where he died.

SOME NEEDS OF THE NAVY.

SECRETARY HERBERT'S TESTIMONY BE-FORE THE HOUSE COMMITTEE.

RELATIVE COST OF SHIPBUILDING HERE AND ABROAD-VALUE OF TORPEDO-BOATS-WHERE THIS COUNTRY'S NAVY IS WEAK-HOW HE WOULD STRENGTHEN IT-MANY INTERESTING

> STATISTICS AND COMMENTS.

INT TELETRAPH TO THE TRIBUNE.] Washington, March 8.-The testimony of Secretary Herbert, who recently appeared before the House Committee on Naval Affairs, at the invitation of Chairman Boutelle, and gave his views on the subject of proposed naval legislation, particularly in regard to additions to the fleet by the present Congress, has been made public by the committee. What the Secretary said is of much interest. He spoke of the relative cost of shipbuilding at home and abroad, the importance of having battle-ships, the value of torpede-boats and their uses in time of war, of drydocks, the condition of vessels undergoing construction and their nearness for active service, the probability of establishing a ship reserve, the condition of the Treasury with respect to the authorization by Congress of new ships, and other points of practical interest.

Mr. Herbert began his remarks by saying that what the Navy now needs are battle-ships and torpedo-boats; that the service is well supplied with cruisers, especially of the smaller class, but that it is deficient in battle-ships and is in great need of more torpedo-beats. The Navy now has six battle-ships of the first class completed or undergoing construction-the Massachusetts, Indiana, Oregon and Iowa, and the two provided for by the last Congress, the Kentucky and Kearsarge. The Secretary said that in his last report he had recommended the addition of two battle-ships. Since his report was published he has looked further into the requirements and is now of the opinion that four battle-He gave the committee a table containing all the ships should be built.

information available as to the cost of ships at information available as to the cost of ships at home and abroad, from which it appears that the Kearsarge and the Keatucky were contracted for at a cost of \$195.65 a ton for hull and machinery. The English Magnificent and her class, which vessels are a little larger than the Kearsarge and the Kentucky, but not, in the opinion of Mr. Herbert, superior to these ships, cost \$164.28 a ton. The French Gaulois and her class cost \$118 20 a ton. The great discrepancy with respect to the cost of the great discrepancy with respect to the Prench vessels the Secretary explained on the French vessels the Secretary explained on the ground that the French build their vessels very slowly and construct most of them in Government dockyards. The Russian Petro Paulovisk cost \$212 to ton, the Italian Re Umberto \$312.69 a ton, and the German Ereatz Preussen \$201.25 a ton. Thus the Kearsarge and the Keatucky cost less than the ships of any other country except those of Great Britain. The showing is even more advantageous to the United States in the cases of composite gun to seed the Country of the Country except those of Great Britain. The showing is even more advantageous to the United States in the cases of composite gun to seed of \$219.13 a ton, and gunboats Nos. 14 and at a cost of \$219.13 a ton, and gunboats Nos. 14 and at a cost of \$219.13 a ton, and gunboats Nos. 14 and at a cost of \$219.15 a ton. The British Redbreast and her class, the latest English composite vessels \$225 to a ton, the Russian t French vessels the Secretary explained on the

In the case of torpedo-boats, however, excepting France and Germany, the United States pays more | yard per ton than the big naval Powers of Europe. The United States pays for these vessels at the rate of 1807 20 a ton, England at the rate of 1804 76 a ton, France at the rate of \$944 17 a ton, Russia at the plet rate of \$720 60 a ton and Italy at the rate of \$621 68 a ton. The composite boats which Germany is building will cost at the rate of \$84 80 a ton. Mr. Herbert explained that the fall in the price of battle-ships between the time of the contract for the Indiana and for the Kentucky and the Ken

explained that in practical experiments with the ushing at Newport, in night service, it was found that the torpedo-boat could approach a vessel near enough successfully to use a torpedo in about 30 to 40 per cent of attempts made. He pointed out that, other things being equal, speed is of the greatest value, as torpedo-boats are intended to make a short, sharp attack, deliver their torpedoes and get away. Generally, he said, about one hun dred pounds of dynamite are in a torpedo, but in the Whitehead a charge of 120 pounds of gun cotton is used. Gun cetten he thought to be as efficient and not so dangerous to handle as dynamite. He informed the committee that Great Britain had some torpedo-boats that could make from thirty to thirty-one knots an hour.

LEAVE DETAILS TO THE DEPARTMENT In reply to a question of Chairman Boutelle as to what number of torpedo-boats he would recommend that Congress should provide for, Mr. Herbert suggested that Congress leave that matter to ferred that a lump sum of money be appropriated and that the Department be authorized to say how much of it is to be expended on each vessel. He that he was very much gratified with having been able to make a contract with the company which s likely to result in the building up in this coun try of a torpedo-manufacturing establishment and torpedo-hoat yard that will be equal to any in the world. He stated that the British Admiralty did not undertake to design torpedo-boats themselves to the extent this country does, but they usually call upon Yarrow & Thornycroft and say to them: 'We want to build a torpedo-boat that will accomplish certain results." Yarrow & Thornycroft cor tract for these results, and in that way they have come to be the great experts in the building of

tary thought, in the world. The Secretary stated to the committee that a few years ago Congress appropriated \$350,000 for a vessel of 750 tons displacement. American shipbuilders would not undertake to build a vessel of this size for that little money, and the appropriation has not been used. He said that the Navy Department was now making inquiries among domestic shipbuilders to find out if, in view of the reduction in Secretary informed the committee that a compromise had been reached between the Navy Depart-ment and the Dubuque Iron Works, which constructed the Ericsson, looking to the acceptance company \$16,000 in the way of penalties for delays in the delivery of the boat, and if the vessel is completed in accordance with present contract re-quirements and if it stands its dock trial the settlement between the company and the Department is to be made on these lines.

torpedo-boats, the greatest probably, the Secre-

The Secretary made a statement showing that Argentina has 21 torpedo-boats, Austria, 64; Brazil, 22; Chili, 22; China, 23; Denmark, 29; France, 218; Germany, 121; Great Britain, 189 built and 62 building; France, 54 building. Italy has 184 torpede-boats and 5 building; Japan has 40 and 17 building; the Netherlands has 39 and 3 building; Russia, 174 and 14 building; Spain 22 and 22 building, and Sweden and Norway, 33 and 20 building. The United States has, built and building, only 8 torpedo-boats.

USES FOR TORPEDO-BOATS. Mr. Money asked the Secretary if there was an

instance of a battle-ship having been destroyed in action by a torpedo-boat. The question brought out some interesting information. Secretary Herbert answered the inquiry in the negative, adding that while armored ships, notably the Aquidaban, had been sunk by torpedoes, all were at anchor at the time of the attack. He further said that the efficiency of a torpedo-boat in actual battle, when squadrons were drawn up in battle array, has nover been tested. Experts think, however, that torpedo-boats are valuable. In future wars the Secretary expected that torpedo-boats will be fought by torpedo-boats, each fleet having a number of such vessels. He does not think that the time has come when the torpedo-boat can be relied upon alone. In the first place, they cannot be

in all of the Sunday Papers the account of that unsuccessful attempt to rob Messrs. Richter's Sons, of 627 Broadway, who were protected with the

We caught the Burglar and they suffered no loss. Is not that more satisfactory than to some down to your store and find \$5,000 worth

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sent off as a fleet to any distance. Recently the French sent terpedo-boats from Toulon to Breat by way of Gibraltar. One result of the experiment was that the sailors could scarcely survive because of the seasickness, which was intense. The Secretary thought torpedo-boats were particularly valuable for coast defences, but that it is the battle-ship that must be relied upon to fight at a distance. He spoke especially of the Kearsarge, which, he informed the committee, would have sixteen five-inch rapid-fire guns, each of which could discharge their fire five or six times a minute. These guns, he said, are accurate for a distance of two miles, and will shoot four or five miles. A projectile from any of these guns or from the heavier machine guns could sink a torpedo-boat. Fifty shots a minute could be fired from a broadside from the Kearsarge.

The Secretary made a practical illustration. He supposed that the United States was at war with Great Britain and that the superior naval power of England should undertake to destroy our commerce and have a fleet of ships fifty or one hundred miles off New-York so as to intercept vessels coming in or going out. The obvious thing for this country to do, sald the Secretary, would be to give battle. If the United States had a big fleet of torpedo-boats also, but she would have to being them across the Atlantic on transports, and this would be immensely difficult.

A member of the committee asked the Secretary this question: "Suppose you had enough power to create a Navy which would be adequate to our need at present, a navy that would not have to be increased except under most extraordinary conditions, how many battle-ships would you build?"

HE DOES NOT WANT A LARGE NAVY.

HE DOES NOT WANT A LARGE NAVY.

tion to answer. I do not believe in a very large Navy. I do not think it necessary. If we had a dozen or fifteen battle-ships which were of the first class, or sixteen at the outside, that would be a reasonable number. We should probably have to build some coast defence vessels in time, and tor-pedo-boats, of which we are very much in need. I think we ought to build, as we can, new ships of the same class we are now constructing. To figh battle you should have a line of battle-ships that are of the same class and about the same speed that one point of your line will not be weaker than

Union Iron Works, of San Francisco. Yee are the Newport News Company, the Ba Works, Dialogue & Son, Louis Nixon, ambia Company, of Baltimore, and Roach's

committee that the country has one completed at Port Royal and another nearly completed at New York, which will accommodate the largest vessels of the Navy. The dock at Norfolk and the completed one at New-York will take in all ships except those of the heaviest tonnage, and one is being constructed at Puset Sound into which the biggest battle-ship can safely go.

sarge is nearly 30 per cent. He said that the price sage, counselled Congress to consider the deplete

sarge is nearly 20 per cent. He such that he is preparing to make doministration's candidate before the consistent of the gunboats Machias and Castine, contracted for in 1890, was 1802 56, and that the average price of the three gunboats contracted for in 1894 and of the six others just let out by the Navy Department under contract is \$22.24 a ton, a saving of \$2.24 a ton, or 25 per cent of the price of the ships. He added that the Government is getting the advantage of greatly increased competition, and consequent lower prices.

Secretary Herbert informed the committee that the United States is far behind other countries in respect to torpedo-boats. He said that the previous for new vessels. The deficit will be less than he then estimated. He also said that they are especially valuable to the United States because of its large seaceast. He spoke in terms of high praise of the Herreshop which have the very opposite effect to that Mr. Cleveland, it is suggested, must story of his own rise to power. He would never have advanced beyond municipal to possible and the condition of the Treasury before increasing naval said that the supplies. He asked the Secretary to state his views as to how far the conditions of the revenues as to how far the conditions of the revenues and the supplies. He asked the Secretary to that the supplies. He asked the Secretary to that the supplies. He asked the Secretary to heave our bring a browled to use the condition of the Treasury before increasing naval supplies. He asked the Secretary to how fithe supplies. He asked the Secretary to how fithe supplies. He asked the Secretary to heave our bring at the condition of the Treasury before the value contracted for in 1890, was 1802 56, and that the asked the Secretary to have the out by the Nava The supplies. He asked the Secretary to heave the out by the Nava that the attent to the price of the three gunboats contracted for in 1894 and of the six others that the supplies at the out by the Nava The supplies. He asked the Secretary to heave propriation for new ships as I have asked for

## NOTES FOR YACHTSMEN.

THE NEW STEAM YACHT NOW BEING BUILT FOR OGDEN GOELET.

GREENWICH-OTHER YACHTING AFFAIRS.

Club of Greenwich:

Tuesday, July 7-Spring regatta, open to special classes Saturday, August 1-Annual regatta, open to all classes. Saturday, September 5-Fall regatta, open to all special

classes, to be named hereafter. There will also be a series of races for 30-footers

"The Yachting World" says: "C. Oliver Iselin freed from the worries of the late contest for the America's Cup and the inquiry arising therefrom, is now rusticating at Cairo."

the Riviera regatta is a cup valued at £320, the gift of Ogden Goelet. The new yacht which is being built for Mr. Goelet from designs by G. L. Watson, will measure about two thousand tons, and will be one of the largest and best steam yachts ever turned out on the Clyde. She is described as being 311 feet from the flgurehead to the tip of the taffrail, and about 40 feet beam. She will have space for 950 tons of coal, and, under extreme pressure, will be able to make eighteen knots an hour.

found at its meeting to-night will decide upon the dates of races for the coming season, and will probably adopt the racing rules which have been in course of preparation for a long time. The council has had many meetings on the subject.

It appears that there is a doubt in some quarters as to the meaning of "Corinthianism." A definition the cost of construction, a contract would be en-tered into by one of them to build this ship. The at the last meeting of the council of the Yacht Racing Union of Long Island Sound, and the fol-

No person who follows the sea as a means of livelihood, or who by calling is a shipwright, sall-maker, or rigger, and one who has accepted remuneration for services rendered or serving on a yacht, or who is a professional in other sports, shall now be considered a Corinthian yachtsman.

Swain and General Benjamin M. Whitlock. Rogers Maxwell, of the schooner Emerald, has been chosen chairman of the Board of Trustees, and Thomas L. Arnold, of the sloop Choctaw, secretary. Clarence A. Postley, vice-commodore of the Larchmont Yacht Club, has been proposed for membership.

Scotland, by Ramage & Ferguson, and is considered one of the most beautiful vessels in the New-York Yacht Club fleet. She is 169 feet over all; water line. 135 feet; beam, 27 feet; denth. 17 feet \$\tilde{\text{p}}\ \text{ inches, and}

draught, 13 feet. She has triple expansion engines of 500 horse-power, and her boilers were made in Providence, R. I. Everything about the craft is of the most modern and the best type, and her electrical plant is one of the vessel's features. Lapthorn & Ratsey made the sails for the Arcturus.

The following committees were elected at the last meeting of the Corinthian Fleet, of New-Rochelle; House Committee, E. T. Birdsall, C. L. Brown and wine, W. W. Hollingsworth and R. Floyd Clark Finance Committee, Charles Pryer, Charles C Chamberlain and Charles E. Simmons; Committee on Admissions, James Douglas Sparkman and E. T. Birdsall. The following officers were appointed by Commodore Pryer; Fleet captain, E. H. Sturgis; fleet surgeon, F. S. Grant; chaplain, the Rev. Charles S. Lane. Arthur M. Hunter; Regatta Committee, W. R. Cor-

Commodore Wimmer, of the Harlem Yacht Club has appointed the following committee to make the programme for the Memorial Day celebration: F. Wendell, Frank Creegan, T. C. Allen, W. A Towner and Robert Wylie. At the last meeting the club it was resolved to purchase an additional plot of land at City Island adjoining the present site of the clubhouse. The club now has a frontage of 55 feet on the water. The new Press Committee consists of the following members: F. W. Creegan, S. Macey, F. Felleman, A. W. Stebbins and F. A. Steeg.

At the annual meeting of the Greenville Yacht Club held Thursday evening last the following officers were chosen for the year: Commodore, Alfred Renshaw; vice-commedore, Alexander Reid; record ing secretary, William Everett Hicks; treasurer ing secretary, William Everett Hicks; treasurer, Samuel Renshaw; corresponding secretary, C. Q. Sampson; Regatta Committee, C. J. Leach, W. E. Hicks, Dr. S. H. Hollister; delegates to Yacht Racing Association, Commodore Renshaw, A. Reid, C. D. McGieghan; trustees, A. Reid, A. Renshaw, R. W. Hicks, H. Queen, C. P. Morton. It was decided to admit associate members and non-boat owners, with only nominal dues.

The Brooklyn Yacht Club's annual dinner will take place at the Clarendon Hotel, Brooklyn, this

At the annual meeting of the Ocean Yacht Club, of Stapleton, Staten Island, the following officers were elected: Commodore, James Goold, jr.; vicewere elected: Commodore, James Goola, Jr., decommodore, J. G. Meers; secretary, George Stapleton; treasurer, G. E. Schindler; corresponding secretary, H. T. Wilson; measurer, William Johnston; fleet captain, William Lindsey; trustees, Thomas McNight, John H. Boldt and Henry Schindler.

RACING ON THE MEDITERRANEAN. THE BRITANNIA BEATS THE AILSA AND THE SATANITA OFF HYERES.

Hyères, March 8.-There was a strong mistral plowing to-day, which compelled the yachts taking part in the regatta to sail under shortened canvas. The Allsa had a double reef in her mainsail, but the Britannia and Satanita were able to carry more sail and went over the course single-reefed. The difference in the starting time of the boats was corrected at the finish.

The Satanita got away four and the Ailsa eight minutes ahead of the Britannia. The racers mainminutes ahead of the Britannia. The racers main-tained their relative positions until that part of the course was reached where they had to make a beat to windward. The Satanita and the Alisa got a dif-ferent wind from the Britannia, which, at the end of the first round, was four minutes ahead of the Satanita and sixteen minutes ahead of the Alisa. On the second round the Satanita picked up some of her lost distance, but the Britannia won the race by thirty-flya seconds.

TO TWELVE HOLES-WILLIE DUNN HERE-OTHER GOLF NOTES.

Wherever one golfer meets another now the bur-

den of their conversation is the new method of laying the amateur championship, just decided ipon by the United States Golf Association. Something had to be done; that was evident to every one," said a prominent Morristown player on Saturday, "to insure a fairer and more satisfactory way of determining who was entitled to tack pion' after his name. The plan adopted by the Executive Committee at the meeting seems to me

likely to work with perfect success. I think, how-

ever, with many others who have expressed their

opinions, that sixteen, instead of eight, best scores

vould be a better test of merit in the match-play

The old method of playing the amateur championship, which was used in 1894 at St. Andrews, and in 1835 at Newport, consisted entirely of match play. There were thirty-three entries last year. According to the match-play rules, these were drawn against each other in couples. After one the field thus gradually narrowed to the final pair. There were several objections to this arrangement. Good players frequently found themselves pitted against each other in the preliminary round, a situation which resulted in immediately excluding one of them from any further part in the tournament. On the other hand, "duffers," by good luck in not being drawn against experts, often found their into the semi-final rounds, thereby making the outcome of these a foregone conclusion. Under this system, too, byes were drawn by some men, so that they won an advanced place in the tournament

without having to play a stroke. Under the new order of things, the first round will be of thirty-six holes, medal play. That is, the record will be kept of each man's total number of strokes, and at the end, those making the eight or sixteen best scores will draw for opponents and meet the next day in a match-play contest of eighthe committee, but it is the opinion of nearly all the prominent players that sixteen would be a far more representative field, especially when the increased number of entries to be expected this year is taken into consideration. Secretary H. O. Tallmadge and Treasurer Samuel L. Parrish have been appointed to revise the bylaws to correspond with the change. To a Tribune reporter Mr. Talimadge

"It is our intention to satisfy the majority of goifers, as far as lies in our power. Consequently we shall bow in deference to their judgment in

"It is our intention to satisfy the majority of golfers, as far as lies in our power. Consequently we shall bow in deference to their judgment in the matter of the number of match-play contestants, and there is no doubt that it will be changed from eight to sixteen."

The last game of the champlonship, between the two who reach the final round, will consist of thirty-six holes, match play. No change will be made in the open champlonship methods. It was decided that an early date would be desirable for both the amateur and open tournaments, and the Shinnecock Hills Golf Club has been informed that July 15 would meet the approval of the association. The suggestion will probably be accepted, but a definite answer will not be given for a few weeks yet.

The women's champlonship, to be played at Morristown, will be managed on precisely the same lines as the men's, except that the first round will be eighteen holes, metal play, and the final round eighteen holes, match play, instead of thirty-six. The selection of a date for the tournament has been left to the Morris County Golf Club. October has been suggested as the time, but some of the players are in favor of June. The Morristown links is not much used in the middle of the summer, so that the date should be made rather early, or eise postponed till fall.

Since its meeting last week the Golf Association has received applications for associate membership from the Washington Golf Club, of Washington, D. C., and for allied membership from the Thistie Golf Club, of Rochester, N. Y., and the Essex County Golf Club, of Orange, N. J. Inquiries have also been received from the Tacoma Golf Club, of Rochester, N. Y., and the Essex County Golf Club, of Orange, N. J. Inquiries have also been received from the Tacoma Golf Club, of Tacoma, Wash.; the Lexington Golf Club, of Lexington, Mass., and from a proposed club at Englewood, N. J. Action on all these has been deferred until the April meeting.

By the first of next month the members of the Dyker Meadow Golf Club capect to

of which the greens on other courses are commonly composed.

The St. Andrews Golf Club has arranged to extend its course near Yonkers to one of twelve holes. It will be ready for use by about the first of May. The clubhouse will also be enlarged by putting an extension on the west end of the building. These changes have been made necessary by the greatly increased membership. Work on the new grounds at Mount Hope will be begun in a few weeks, and upon the new clubhouse as soon as a few alterations in the plans have been completed. It will not be ready for occupancy until next year.

Willie Dunn was a passenger on the St. Louis, which arrived on Saturday. He will go to-day to Dobbs Ferry, and resume work at once upon the Ardsley Casino links, of which he superintended the laying out last fall.

The Palmetto Golf Club, of Alken, S. C., will hold a three days tournament this week, beginning tomorrow. A large party of golfers from New-York intended to go down for the games, but several have been unable to spare the time, and it is probable that there will be only a few scattered entries from the North.

GRIP DEALS HARD BLOWS

SOME OF ITS CONSEQUENCES DESCRIBED BY FAMOUS ENGLISH AUTHORITY ON NERVOUS

DISEASE. Dr. W. R. Gowers, the leading British author ity on nervous diseases, tells how acute maladie like influenza leave the system weak and a prey to varied evils. Mental dulness, indisposition to effort of any sort, and stiffness in the arms, less and back are among the ugly things that the hateful grip leaves behind it. Health and spirits are dragged to a very low level and kept there. Maybe the sufferer puts on a bold face and insists that he doesn't need any more medicine He will pick up and be all right in a little while

So he will, provided he acts like a man of sens and hastens the return of his energy with that and hastens the return of his energy with that sound, reliable stimulant, Duffy's Pure Mait Whiskey. Experiments unnumbered have been made to find something to tone and brace bodies exhausted by influenza and kindred diseases. Whatever the future will bring forth, the fact is solidly established that a good medicinal whiskey is the thing needed to quicken the languid circulation, thus preventing an excess of blood in some parts of the body and an undersupply of it in others.

Duffy's Pure Malt is not made for barroom purposes, but solely as a medicine, to be used in debilitated states of the body. Rigid analysis has shown it to be free from trace of harmful substance.

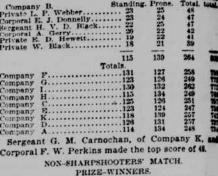
substance.

Its effects are immediate and so wholly beneficial, that even the dreaded grip has lost most of its terrors where this peerless whiskey is used. stake of \$100, which was to have been played on Saturday at the Baltusrol Golf Club, Short Hills N. J., has been postponed until March 21. The first match between the two, played at Lakewood a few weeks ago, resulted in a tie.

THE 7TH'S RIFLEMEN AT WORK.

SCORES MADE AT THE RANGE ON SATURDAY NIGHT. The shoot at the 7th Regiment Range on Satur

day evening resulted as follows: COVETT MATCH-THIRD COMPETITION.



OTHER HIGH SCORES NEW RULES FOR GOLF PLAY.

REVISED METHOD FOR CONTESTING
THE AMATEUR CHAMPIONSHIP.

THE ST. ANDREWS CLUB TO EXTEND ITS COURSE

OTHER HIGH SCO.
Private C. O. Woodhouse, Jr., Co. F.
Private W. R. Taylor, Co. B.
Private S. C. Hicks, Co. D.
Private G. D. Arthur, 2d. Co. I.
Private W. S. Burrell, Co. G.
Private W. S. Burrell, Co. G.
Private W. S. Burrell, Co. G.
Private W. S. Croxton, Co. G.
Private I. I. Baker, Co. F.
Private J. A. Le Boutillier, Co. I. QUALIFIED AS AN EXPERT. Corporal L. L. Clarke, Co. F ....

Private O. J. Wenize, Co. D.
Private M. K. Tobias Co. D.
Private G. G. Donnelly, Co. D.
Private J. Seward Co. I.
Veteran G. L. Stebbias
Private H. B. Burroughs, Co. G.
Private G. Kemble, Ir., Co. F.
Lientenant J. B. Holland, Co. H.
Private E. B. Clark, Co. B.
Private E. R. Cark, Co. B.
Private M. K. Miller, Co. H.
Private S. W. Ford, Co. H.

QUALIFIED AS SHARPSHOOTERS.

Standing. Prone. Tot

GUESTS AT LEADING HOTELS. The arrivals at the leading hotels yesterday were

fully up to the Sunday average. The week promises to be another lively one. G. French, Crestine ALBEMARLE. J. S. Wisnall, Bradford, J. S. Clark, Boston, E. Coffin, New-York, Ohio. C. Michelson, Havana. BROADWAY CENTRAL

M. B. Boss, San Francisco, W. Latleys, Anita.
J. Guinn, Elmira.
W. Cole, Boston.
E. Jacobs, London, Eng.
B. Robertson, St. Johns, Sanada.
B. Freidman, Gleveland.
B. Freidman, Marietta, O.
K. Stern, Nashville.
L. Young, Knoxville, Eng.
B. Cortes, Rosey, Sanada.
E. Cortes, Rosey, Sanada.
Limbert & wife Chicaga.
M. J. Taylor, Toronto.
W. T. Lambert & wife Boston. IMPERIAL

Packard, Pittsburg. Freisholt, Buffalo Forter, Cleveland, tman, Wilkesbarre MARLBOROUGH. BRUNSWICK.

T. H. Baker, Boston. Mrs. J. Sullivan, Savanna J. K. Cowles & wife, Cleve Marks, St. Paul.
la Bouglise, Paris.
Martin, Springfield, O.
Chambers, Salt Lake F. Edwards & wife, Phi O. T. Martin. Springfield, O. R. C. Chambers, Salt Lake City.
O. C. Smith, New-York.
J. P. Sands, Boston.

EVERETT.
T. H. Pescod, Liverpool, Eng.
E. H. Kenny & wife, Trumbridge, Eng.
C. P. Hatch, New-Haven.
W. Dunn & wife, London, Eng.
M. December of the port Long island.
D. Garwood, Northport, Long island.

D. Garwood, Northper, Long Island, H. D. Plant, Danville, Com-beans, W. Simpson, Chattanoop, Tenn. S. H. Fishblate, Wilming-ton. H. C. Eggleston,
phila.
Mrs. Govitte, Newport, R. I.
B. W. Orr. & wife, Chicago.
J. H. Peteru, Buffalo.
J. A. Murdock, Clasgow.
Scotland.
B. Holden & wife, Cleveland.
L. H. Hart, Utlea.
C. H. Stoil, Lexington, Ed.
J. C. Roulette, Hagerstown,
Md.
Utlea.

Md. Steele, Utica. L. Hawkins, Utica. GILSEY. J. G. Moon, New-Haven,
W. P. Stewart, New-Haven,
R. G. Willis & wife, PhilaJ. P. Parsons, Bingham
J. Taylor & wife, 1

W. C. Cunningham.
Paul.
R. Williams. San Francisca
J. Heigh, Philadelphia.
C. E. Adams, Baltimore.
J. D. Davenport, Newburk HOFFMAN.

Bullard, Buffalo.
Barnet, Albany.
Mayer, Chicago.
M. Bishop, Cincinnati.
Leitner, Budapest.
Bleom, San Salvador.
D. Stokes, Richmond, Va.
J. F. Lewis, Chicago. MR. DIXON FAVORS THE CUBANS.

The Rev. Thomas Dixon, jr., in the prelude to his sermon delivered yesterday morning, spoke of the luty this country owed to Cuba. "I want to congratulate the House of Representatives at gton and the United States Senate," he said. the noble stand they have taken in behalf of the oppressed in the island of Cuba. Congress had risen to its duty as the representatives of the people, but it has not gone far enough. I believe that the time has come to recognize the independence of the

island of Cuba. This Nation owes such an act to its history. Its cardinal principle has been liberty and upon liberty this Nation is founded. I believe that the mass of the American people agree has the independence of Cuba should be recognized by this Nation. There is some conflict, I know not what. I know not if it is in the State Department or with the Executive, but there is a conflict over the recognition of Cuba.

"Vessels called fillibusters have been seized and private rights have been violated by order of the State Department, and then the courts have ordered the vessels released.

"There seems somewhere in our executive branch of the Government some personal interest in harmony with those of Spain. The time has come for a healthler executive branch of the Government. We owe nothing to Spain except diplomatic courtesy. Between a Bourbon dynasty and the flag of Stars and Stripes there is eternal warfare."

When she was a Child, she cried for Castoria. When she became Miss, she clung to Castorie When she had Children, she gave them Co

go by it.

of Excise. He replied:
"That is nonsense. The State Constitution pro-CONDEMNED THE RAINES BILL.

from this county for giving it their support. A committee of three was appointed to proceed to Athany and use every legal method to prevent the passage of the bill.

IN THE PRESIDENTIAL RACE.

FEAT IN NOVEMBER.

HOW THE GAMBLERS FIGURE THE CHANCES.

funeral ceremonies with more or less vigor of late. Congressman O'Neil, of the IXth Massachusetts District, is now out with a strong plea for the nomination of Secretary of State Olney as Presidential candidate of the Democratic party. His argument sets out with the assumption that both parties will nominate an Eastern man. It is a wild assumption, probably, but it is Mr. O'Neil's. He dwells on Secretary Olney's pre-eminent legal ability and attainments, and throughout the dreary length of his

While the friends of Secretary Olney are more or with the printed story which represents Mr land as being so much of an advocate of Secretary him the Administration's candidate before the con vention. For, whatever the design may be, the effect nomination. Mr. Carlisle is not announced as a candidate, but his friends feel that in the specula-

not news. That he would be glad to see him elected President is thought possible. But that he designs taking steps systematically to help bring about such a result is regarded as most unlikely. Such a procedure might have the very opposite effect to that office had an opportunity not been opened to him by the effort of President Arthur to elect Secretary Folger Governor of New-York. The assistance of Mr. Arthur, well intended, proved fatal to the candidate. The Republicans of New-York resented the interference, and by remaining at home on Election Day enabled Mr. Cleveland, who was the Democratic candidate, to win in a walk. What the Re-publicans of New-York did on that occasion the

Judge Folger's behalf. The talk about Mr. Carlisle for President is inter-

day in these terms:

an enterprising firm of Chicago gamblers is out with a prospectus offering odds on the Presidential

THE BULLET WENT IN ONE TEMPLE AND OUT THE OTHER, BUT HAACK LIVED SEVERAL HOURS.

Friday he went away from home and spent two

DID YOU SEE

Holmes System of Electric Protection? against Burglars.
Profit by these frequent occurrences.

The Secretary replied: "That is a difficult que

telative to drydocks, Mr. Herbert informed the

ondition of the Treasury before increasing naval

PROGRAMME OF THE INDIAN HARBOR CLUB OF

The following programme for the coming season ias been published by the Indian Harbor Yacht Opening Day, Memorial Day, May 20-Special race for

sorge E. Gartland is the chairman of the Regatta

Among the valuable prizes offered to winner

The Yacht Racing Association of Long Island

Racing Union of Long Island Sound, and the following was adopted:

Corinthianism in yachting is that attribute which represents participation for sport as distinct from gain, and which also involves the acquirement of nautical experience through the love of sport rather than through necessity, or the hope of gain. It is consistent with the motive, higher than mercenary, found in the ranks of naval officers and naval architects, notwithstanding the remuneration they receive, while it is inconsistent with the trade of the shipwright or the fisherman, even though one following such a trade has never been a paid sailor. In this spirit (and with special cases subject to interpretation by competent judges) the following general definition is given:

A Corinthian yachtsman is one who has never received pay for selling a yacht or vessel, and who has never followed the water as a means of livelihood.

The new House Committee of the Atlantic Yacht

The handsome steel three-masted vacht Arcturus designed by St. Claire J. Byrne, of Liverpool, for Rutherfurd Stuyvesant, is now cruising in the Mediterranean. The Arcturus was built in Leith,